

irradiation of polio. It is important that we make every effort to insure that American teaching hospitals and medical schools remain leaders in the fight against disease.

Medical schools and teaching hospitals are the training grounds for our nation's health care professionals. They are centers for development of innovative medical technologies and treatments, as well as the backbone for innovation in American medicine. They are able to develop life saving drugs, medical devices and surgical techniques due to their unique position to link research, medical training and patient care. Unfortunately, medical schools and teaching hospitals face serious financial challenges due to profound changes in the health care marketplace. As funding shrinks, so does the vital, life saving medical research they perform.

The Medical Innovation Tax Credit is a response to this alarming decline in utilization of the Country's superior medical facilities for clinical trials. Under the credit, companies would be eligible for an incremental 20% tax credit for expenditures on human clinical trials performed by: (1) non-profit or public medical schools; (2) teaching hospitals owned by or affiliated with an institution of higher learning; (3) a medical research organization affiliated with a medical school or teaching hospital; or (4) non-profit research hospitals that are designated as cancer centers by the National Cancer Institute of the National Institutes of Health. The credit requires that research be performed in the United States, encouraging companies to retain and expand their clinical research projects, rather than relocating such activities abroad.

I urge my colleagues to join with me in the establishment of the Medical Innovation Tax Credit. A tax credit that is truly a "credit for life."

TRIBUTE TO DANIEL GANZ AND
BEVERLEE KAUFMAN FOR THEIR
50TH WEDDING ANNIVERSARY

HON. STEVE R. ROTHMAN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 9, 1999

Mr. ROTHMAN. Mr. Speaker, I rise today to pay tribute to Daniel M. Ganz and Beverlee Kaufman, who will be celebrating the 50th anniversary of their wedding on March 27, 1999. It is fitting that they are celebrating this anniversary with their two children (David and Sandy), their friends, and the rest of their family.

For many years, Beverlee and Danny Ganz lived in Rockville Centre, Long Island, where they raised their family and were active in community affairs. Dan, in particular, was very involved with the Recreation Department as a volunteer working with both table-tennis and court-tennis.

They sent their children to the Rockville Centre public school system. David then went off to Georgetown University, in Washington, D.C., and Sandy to Northeastern University in Boston, Massachusetts.

David became a lawyer, practicing in New York City and New Jersey, later served as the volunteer president of the American Numismatic Association, and currently presides as

the Mayor of Fair Lawn, New Jersey. He has just written his 14th book-length work.

Sandy went on to earn a Masters degree in physical therapy, and to find employment as the Associate Director of Physical Therapy at the Manhattan Hospital for Special Therapy. She then became director for the Amsterdam Nursing Home division, and has authored several works on physical therapy treatments.

I met Dan and Bev at David's inauguration as Mayor this past January 1st, and I am glad to know such a devoted couple, who are also two remarkable individuals.

It is rare today that any couple can spend a half century in wedded bliss, but they are two people who have managed it. Dan turns 80 this October and Bev will be 75 in just a few weeks, but they are both still active in their new home in Boca Raton, Florida, playing tennis, golf, and exploring the Internet.

Recently, Dan, who is a World War II veteran with 26 missions in the Triangle "A" squadron in England, used the Internet to reunite with his Captain and navigator, whom he had not seen in 54 years. Last year, he met up with the remainder of his crew. Some of his combat photos, including the Bridge of the Remagen, were included in the wartime exhibit shown at the National Archives in Washington.

He has not stopped giving to his community. In Boca Raton, he has been performing magic—which he has done professionally for nearly 70 years—at hospitals for youngsters with terminal diseases such as AIDS, and for seniors. Bev is now frequently his assistant at these events.

They have three grandchildren (Scott, Elyse, and Pam), daughter-in-law Kathy, and a host of friends and relatives who are joining them and their children in celebration of their first 50 years of marriage. I wish them well and congratulate them on this wonderful achievement.

CONSERVATIVES SUPPORT
UNLOCKING AVIATION TRUST
FUND

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 9, 1999

Mr. SHUSTER. Mr. Speaker, unlocking the Aviation Trust Fund is a tax fairness issue. Republicans should unanimously support this effort, because it restores honesty to the budget process. A part of the budget surplus comes from aviation user fees that the traveling public pays on a promise from Congress to ensure a safe and efficient transportation system. In ten years, under current aviation investment patterns, it will be neither safe nor efficient.

Moreover, investment in assets for America is a Republican concept and sound transportation infrastructure is the foundation of commerce and our economy. We can credit Theodore Roosevelt with the vision to build the Panama Canal, and Dwight Eisenhower for the Interstate Highway System. Republicans have historically been the party of builders and we should continue to advocate sound federal programs that enrich our nation and our quality of life.

I am submitting for the record a letter from Paul Weyrich, National Chairman of the Coali-

tion for Americans, supporting our efforts to unlock the Aviation Trust Fund and make much-needed investment in our airports and air traffic control system.

Let it not be under our watch that the nation's aviation system falls into such disrepair that Americans are imperiled when they take to the skies. I urge my conservative colleagues to support protecting the Aviation Trust Fund by cosponsoring H.R. 111, the "Truth in Budgeting Act," and supporting a Budget Resolution that reflects this critical priority.

COALITIONS FOR AMERICA,
Washington, DC, March 8, 1999.

Hon. BUD SHUSTER,
Rayburn House Office Building,
Washington, DC.

DEAR CHAIRMAN SHUSTER: I am writing to congratulate you for introducing AIR-21, a bill to ensure adequate funding for the national air transportation system. Your proposal to require that federal aviation user taxes be used for their intended purposes—particularly development of airports and the air traffic system—is commendable. The needs of the aviation system are so massive that all available funds must be spent. The health of our economy depends to a very significant extent on a vibrant air transportation system.

I also applaud your inclusion in AIR-21 of a provision to lift the federally imposed restriction on the local airport funding option known as the passenger facility charge (PFC). As I stated in my letter of February 8, whenever there is an opportunity for the federal government to provide more autonomy to local governments, it should do so. Your bill does that. While it would be preferable to remove the PFC cap entirely, easing the federal restriction on local government funding prerogatives by doubling the amount of funds that airports can raise through this means is a constructive step. I urge you to continue to pursue the goal of eliminating the federal cap on PFC's, but in the meantime, I support the provision in your bill. I urge your colleagues in the House and Senate to support it as well.

It is also critical to ensure that airports have the ability to spend the PFC to meet the needs that exist at their particular facilities. For some airports, the needs are greatest on the airside—runways, taxiways, and aprons. At other airports, gates and related facilities throughout the terminal are needed to expand capacity or enhance competition. At still other airports, groundside access is the biggest problem. Given that PFCs are collected from the passenger, any project that makes the passenger's trip to or through the airport more efficient and less susceptible to congestion and delays—whether airside, in the terminal, or groundside—should be allowed.

I know that you are particularly concerned about protecting the interests of passengers. Ensuring that airports have the flexibility to use PFCs to fund projects that ease the burdens encountered by the traveling public any where at the airport will certainly be in the passengers' interest.

Again, I applaud your commitment to promote the development of the national air transportation system, for the benefit of our national and regional economies and the passengers and shippers who use the system.

Sincerely,

PAUL M. WEYRICH,
National Chairman.